From: Kenzo Nishiwaki/=TMS/Toyota. Sent:9/25/2007 7:54 PM. Michiteru Kato/=HINPO/TMC0@TMC0@TMCE;michiteru kato@mail.toyota.co.jp. To:[-] Cc: [ - ] Ken Glasser/=TMS/Toyota@Toyota; George Morino/=TMS/Toyota@Toyota; Hiroaki Sunakawa/=TMS/Toyota@Toyota: Jane Beseda/=TMS/Toyota@Toyota: Kaoru Yamamoto/=TMS/Toyota@Toyota; Michael Collinsworth/=TMS/Toyota@Toyota: Mike Reding/=Mobile/Toyota@Toyota; shigeyuki\_tomizuka@toyota.com; Shingo Sasaki/=TMS/Toyota@Toyota; William de Manincor/=TMS/Toyota@Toyota; Fukunori Ito/=E/TMC0@TMC0; Jyunji Ogata/=HINPO/TMC0@TMC0; Kota Funato/=E/TMC0@TMC0; Shinichiro Ogata/=HINPO/TMC0@TMC0; Takezo Oba/=HINPO/TMC0@TMC0; Yutaka Atsumi/=E/TMC0@TMC0; Masashi Wada/=E/TMC0@TMC0. Bcc:[-] Subject: Re: Urgent: NHTSA's question: Prius and other model's AWFM. J-CQE) Kato-san Following are our reply for your request. Please see below Ken's E-mail. Drawings have been sent to you by physical fax. So, could you please check if you could get it? I will be out of office from 9/26(tomorrow) to 10/2. If you have any questions, please ask to Tomizuka-san. Thanks. Kenzo Nishiwaki Ken Glasser/TMS/Toyota 2007/09/25 18:20 To Kenzo Nishiwaki/TMS/Toyota@Toyota cc George Morino/TMS/Toyota@Toyota, Hiroaki Sunakawa/TMS/Toyota@Toyota, Jane Beseda/TMS/Toyota@Toyota, Kaoru Yamamoto/TMS/Toyota@Toyota, Michael Collinsworth/TMS/Toyota@Toyota, Mike Reding/Mobile/Toyota@Toyota, shigeyuki\_tomizuka@toyota.com, Shingo Sasaki/TMS/Toyota@Toyota, William de Manincor/TMS/Toyota@Toyota Subject Re: Urgent : NHTSA's question : Prius and other model's AWFM Nishiwaki-san, I have reviewed the request you provided me today and answered in bold. So they have asked us to provide the following information on the Prius AWFM. [NHTSA's inquiries]-----1. The reason for the design change (source, condition etc.) Improve the mat function as the drivers heel could catch the mat when moving away from the pedal. 2. The detailed description of the design change Remove Rib section at point closest to Acc Pedal 3. When the design change was made (when the production of the new mat was started) Prius 12/8/2006 for design change. #2: Please provide us with the detail of the design changes, if possible, with design drawing or sketch. Hardcopy provided for Prius and GS. IS could not be obtained for tonight.

Prius 12/8/2006 for design change. GS 300/430 2/15/2005 for design change.

#3: Please ask Thermoflex when they started to produce the new design mats.

IS250 2/15/2007 for design change.
#5 : Please confirm whether similar changes have been made on any other vehicle mats. If yes, please provide us with the detailed information about the changes. (Make, Model, and the same information as 1. through 3. mentioned above)
(see #1 below)
6. Who was the supplier of older style AWFM? (before TMS started to use the Thermoflex mats, and current Corolla AWFM) VIAM Manufacturing
If the design change of the Prius AWFM relates to the interference with the accelerator pedal, are there any other vehicle mats that have had changes like the Prius case or similar?
Yes.
GS300/430 2WD only. Engineering Change to improve clearance to Acc Pedal.
The reason for the design change (source, condition etc.)  Improve the mat function as the drivers heel could catch the mat when moving away from the bottom hinged pedal.
2. The detailed description of the design change Remove Rib section at point closest to Acc Pedal
3. When the design change was made (when the production of the new mat was started) 2/15/2005
IS250/350 2wd only. Engineering change to im[prove clearance for clutch operation.
The reason for the design change (source, condition etc.)  Improve the mat function as the drivers heel could catch the mat when moving away from the clutch pedal.
2. The detailed description of the design change Change leading edge of mat near clutch section.
3. When the design change was made (when the production of the new mat was started) 2/15/2007
Kenzo Nishiwaki/TMS/Toyota 09/25/2007 09:09 AM

To William de Manincor/TMS/Toyota@Toyota, Michael Collinsworth/TMS/Toyota@Toyota, Ken

Glasser/TMS/Toyota@Toyota

cc Jane Beseda/TMS/Toyota@Toyota, Mike Reding/Mobile/Toyota@Toyota, George Morino/TMS/Toyota@Toyota, Kaoru Yamamoto/TMS/Toyota@Toyota, Hiroaki Sunakawa/TMS/Toyota@Toyota, Shingo

Sasaki/TMS/Toyota@Toyota, shigeyuki tomizuka@toyota.com

Subject Urgent: NHTSA's question: Prius and other model's AWFM

Hi Bill-san

As I mentioned yesterday, we got detail requests from TMC(J-CQE) on the Prius AWM ECI issue. We have to answer to TMC(J-CQE) following matters within today in order to meet NHTSA's request. Please see below E-Mail from J-CQE.

Your quick action would be highly appreciated.

Thanks,

Kenzo Nishiwaki

Kenzo Nishiwaki

Executive Coordinator Corporate Accessory Department Toyota Motor Sales, USA, Inc.

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MAIL DROP: E102

---- Forwarded by Kenzo Nishiwaki/TMS/Toyota on 2007/09/25 08:58 -----

Michiteru Kato/HINPO/TMC0@TMC0

2007/09/25 01:37

To Kenzo Nishiwaki/TMS/Toyota@Toyota

cc Shigeyuki Tomizuka/TMS/Toyota@Toyota, Fukunori Ito/E/TMC0@TMC0, Jyunji Ogata/HINPO/TMC0@TMC0, Kota Funato/E/TMC0@TMC0, Shinichiro Ogata/HINPO/TMC0@TMC0, Takezo Oba/HINPO/TMC0@TMC0, Yutaka Atsumi/E/TMC0@TMC0, Masashi Wada/E/TMC0@TMC0

Subject NHTSA's question : Prius and other model's AWFM

TMS-CAD Nishiwaki-san,

Thank you for your great cooperation and support on the ES & Camry AWFM issue.

I'm sorry for sending this email to you directly This kind of email (requests to TMS-CAD) should go through TMC-CADD, but as talking to you on the phone today, this is urgent issue.

As you learned from Mr. Yamamoto of PQSS last Friday, NHTSA has been very curious about the Prius AWFM because they found that there are two part numbers for the Prius AWFM and the earlier mats had a different ridge area near the accelerator pedal.

So they have asked us to provide the following information on the Prius AWFM.

[NHTSA's inquiries]-----

The reason for the design change (source, condition etc.)

The detailed description of the design change

When the design change was made (when the production of the new mat was started)

Sales volume : pre and post change	
In addition	
If the design change of the Prius AWFM relates to the interference with the accelerator pedal, are there any othe vehicle mats that have had changes like the Prius case or similar? Who was the supplier of older style AWFM? (before TMS started to use the Thermoflex mats, and current Corolle AWFM)	
#1: I have already received the answer to this question from you. So no need to respond.  #2: Please provide us with the detail of the design changes, if possible, with design drawing or sketch.  #3: Please ask Thermoflex when they started to produce the new design mats.  #4: I have data of the sale volume by each model which TMS-CAD gave us early this month. So I will use this day no need to respond.  #5: Please confirm whether similar changes have been made on any other vehicle mats.  If yes, please provide us with the detailed information about the changes. (Make, Model, and the same information as 1. through 3. mentioned above)  #6: I received from Wada-san of TMC-CADD the information on the supplier of the previous style mats used for ES, IS, Camry, Avalon, Prius.  He said that the supplier was VIAM. So I will give it to NHTSA.	on
I would like you to provide us with the above information today, Sept. 25.	
I'm sorry for the rush, but NHTSA has been waiting for our reply.	
Thank you again for your support.	
Best regards,	
Mitch Kato	
Michiteru (Mitch) Kato Project Manager, Government Affairs Group Vehicle Dept. #1, Customer Quality Engineering Division TOYOTA MOTOR CORPORATION TEL: 0565-23-4426, FAX: 0565-23-5730 E-mail: michiteru_kato@mail.toyota.co.jp	